Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-19 (cancelled).

20. (currently amended) A disk brake comprising a brake pad having a lining support formed of a first material ~~and a friction lining having a lining surface, at least one stud~~ , a friction lining adjacent the lining support, a plurality of studs of different lengths, formed of a second material comprising a non-ferrous metal which is softer than the first material ~~welded~~ fixed to the lining support ~~for fixing the friction lining, wherein the stud~~ , wherein at least one of the plurality of studs is enclosed in the friction lining and at least another of the plurality of studs passes though the friction lining up to ~~the~~ a lining surface of the friction lining, wherein the ~~stud abrades~~ studs abrade with the lining surface of the friction lining during braking.

21-24 (canceled).

25. (previously presented) The disk brake as claimed in claim 20, wherein the stud formed from soft brass.

26. (previously presented) The disk brake as claimed in claim 20, wherein the stud is welded onto the lining support by one of a laser welding process, capacitor discharge welding process and drawn arc welding process.

27. (previously presented) The disk brake as claimed in claim 26, wherein the stud is a capacitor discharge stud or drawn arc stud.

28. (previously presented) The disk brake as claimed in claim 20, wherein an underlayer is provided between the lining support and the friction lining.

29. (currently amended) The disk brake as claimed in claim 23 or 24, wherein the ~~stud is~~ studs are formed from a stud length (L_1 to L_4) which lies in the range from half the thickness D_R of the friction lining to the full thickness D_R of the friction lining in order to influence the lining surface tension and/or the friction lining compressibility of the friction lining.

30. (previously presented) The disk brake as claimed in claim 20, wherein the lining support is formed from a metal plate.

31. (currently amended) A method for the attachment of studs to lining supports for disk brakes having brake pads, comprising forming ~~the stud~~ a plurality of studs from a soft brass material and the lining support from a harder material ~~and~~ , connecting the ~~stud~~ studs to the lining support by one of a laser welding process, a capacitor discharge welding process and a drawn arc welding process, and enclosing at least one of the studs by locating a friction lining adjacent the lining support.

32. (previously presented) The method as claimed in claim 31, including welding the stud onto the lining support by an automated process.

33. (previously presented) The method as claimed in claim 31, wherein the stud is designed as a capacitor discharge stud or arc drawn stud for welding onto the lining support.

34. (previously presented) The method as claimed in claim 31, including welding the lining support by the capacitor discharge welding process or the drawn arc welding process, with or without a gas shield.

35. (currently amended) The method as claimed in claim 31, wherein a length (L_T) of ~~the stud is~~ the plurality of studs are selected, which ~~is~~ are equal to at least one half of the thickness (D_B) of the friction lining up to the full thickness (D_R) of the friction lining.

36. (previously presented) The method as claimed in claim 31, wherein the soft brass is MS 60, which is softer than the materials of the friction lining and of a brake disk.

37. (currently amended) The method as claimed in claim 35, wherein the selection of the length and of the diameter (M) of the ~~stud is~~ studs are used to influence the lining surface tension and the friction lining compressibility.

38. (canceled).